IN THE CLAIMS:

Please amend the claims 1, 3, 4, 13 and 14 as shown below, in which added terms are indicated with underscoring and/or deleted terms are indicated with strikethrough. The following list of claims replaces all previous versions, and listings of claims in the application.

1. (Currently amended) A door for a vehicle comprising:

a door beam;

a windowpane;

an upper inner frame having a section of C shape and located at the side of the passenger's space, said section having an opening facing away from the passenger's space; and

a lower frame, extending in a longitudinal direction of the vehicle and forming a closed section with an outer panel; wherein

the C shape section is an open structure situated between the windowpane and the passenger's space.

2. (Previously presented) A door for a vehicle according to claim 1, further comprising:

a front frame member arranged on the front side of the vehicle and a rear frame member arranged on the rear side of the vehicle, said front and rear frame members are connected by the inner frame and the lower frame.

3-12 [Canceled]

13. (Currently amended) A door for a vehicle comprising:

a windowpane;

an upper frame and a lower frame;

said upper frame is an inner frame arranged in a door body inside the vehicle, extending in a longitudinal direction of the vehicle and located at the side of the passenger's space, wherein

the inner frame includes an opening with a substantial C-shape cross section facing away from the passenger's space, extending in the longitudinal direction, and is arranged in the door body so that the opening is directed outside the vehicle; and wherein

the C-shape cross section is an open structure situated between the windowpane and the passenger's space.

14. (Currently amended) A door for a vehicle comprising

a windowpane,

a door body,

the door body including: a front frame member arranged on a front side of the vehicle; a rear frame member arranged on a rear side of the vehicle; a lower frame; and an upper inner frame located at the side of the passenger's space and connecting the front frame member with the rear frame member inside the vehicle, wherein

the upper inner frame includes an opening with a substantial C-shape cross section facing away from the passenger's space, extending in a longitudinal direction, and is arranged in the door body so that the opening is directed outside the vehicle; and wherein

the C-shape cross section is an open structure situated between the windowpane and the passenger's space.

15. (Previously presented) The door for a vehicle according to claim 13, wherein

the inner frame includes a pair of flanges extending from upper and lower portions of the inner frame toward the inside of the opening, and

a width of each flange in a vertical direction is set at 1/4 to 1/2 of the width in the vertical direction of a base portion which forms the corresponding upper or lower portion, and a cross section of which is C-shaped.

16. (Previously presented) The door for a vehicle according to claim 14, wherein

the inner frame includes a pair of flanges extending from upper and lower portions of the inner frame toward the inside of the opening, and

a width of each flange in a vertical direction is set at 1/4 to 1/2 of the width in the vertical direction of a base portion which forms the corresponding upper or lower portion, and a cross section of which is C-shaped.

17. (Previously presented) The door for a vehicle according to claim 15, wherein

a width of the inner frame in a width direction of the vehicle is set at 1/6 to 1/1 of a width in the vertical direction of the base portion.

18. (Previously presented) The door for a vehicle according to claim 16, wherein

a width of the inner frame in a width direction of the vehicle is set at 1/6 to 1/1 of a width in the vertical direction of the base portion.

19. (Previously presented) The door for a vehicle according to claim 13, wherein

a connecting portion connecting a side of the inner frame inside the vehicle with upper and lower leg portions extending from upper and lower end portions of the side toward the outside of the vehicle is curved.

20. (Previously presented) The door for a vehicle according to claim 14, wherein

a connecting portion connecting a side of the inner frame inside the vehicle with upper and lower leg portions extending from upper and lower end portions of the side toward the outside of the vehicle is curved.

21. (Previously presented) A door for a vehicle according to claim 1, wherein:

an opening of said inner frame defined by said C shape section extends in the longitudinal direction of the vehicle, is directed outside the vehicle, and expands to an open space within said inner frame,

whereby said inner frame may be deformed to provide a buffer action when an occupant of the vehicle bumps against the door so as to apply an impact force with an intensity greater than a predetermined value to the upper inner frame.

22. (Previously presented) A door for a vehicle according to claim 13, wherein:

an opening of said inner frame defined by said C shape section extends in the longitudinal direction of the vehicle, is directed outside the vehicle, and expands to an open space within said inner frame,

whereby said inner frame may be deformed to provide a buffer action when an occupant of the vehicle bumps against the door so as to apply an impact force with an intensity greater than a

predetermined value to the upper inner frame.

23. (Previously presented) A door for a vehicle according to claim 14, wherein:

an opening of said inner frame defined by said C shape section extends in the longitudinal direction of the vehicle, is directed outside the vehicle, and expands to an open space within said inner frame,

whereby said inner frame may be deformed to provide a buffer action when an occupant of the vehicle bumps against the door so as to apply an impact force with an intensity greater than a predetermined value to the upper inner frame.

24. (Previously presented) A door for a vehicle according to claim 1, wherein:

said upper inner frame has an open cross section with an opening directed outside of the vehicle, whereby said inner frame may be deformed to provide a buffer action when an occupant of the vehicle bumps against the door so as to apply an impact force with an intensity greater than a predetermined value to the upper inner frame.

25. (Previously presented) A door for a vehicle according to claim 24, wherein:

said upper inner frame is located closely adjacent to a side of the door adjacent the passenger's space.

26. (Previously presented) A door for a vehicle according to claim 24, wherein:

said upper inner frame is formed of lightweight material, including at least one of aluminum alloy and magnesium alloy.

27. (Previously presented) A door for a vehicle according to claim 1, wherein the C shape section includes a base portion and the door includes a lining situated facing inwardly of the passenger's space, wherein the base portion of the C shape section is provided along a rear side of the door lining.

28. (Previously presented) A door for a vehicle according to claim 1, wherein the C shape section is adapted to deform thereby providing a buffer action property when the passenger bumps against the door inside the vehicle.